AeroSafe

The Aeronautical Newsletter of the

Seattle Flight Standards District Office

1601 Lind Ave., SW, Suite 260
Renton, WA 98055
www.faa.gov/fsdo/seafsdo

SELECT No. NM01FS95 July/August 2001

EAA FLY-IN

For 5 days - July 11 through 15, the Arlington Airport will become the site of the third largest fly-in in the country. There are a number of ways the airport changes during Fly-In week and we want you to be aware of them. We will outline many of them here for you, but you must realize that the final authority for all the details is the NOTAM issued for the event. The NOTAM is available from the Flight Service Station or from the Northwest EAA Fly-In Internet Web Site at:

www.nweaa.org

If you wish to bring a non-mode C equipped aircraft to the fly-in, a special procedure has been set up for you to transit the Seattle 30 nm Mode C Veil ***below the floor of the Bravo Airspace*** during the Fly-In. See the NOTAM for details.

Control Tower

A temporary control tower (frequency 127.3) and a temporary Flight Service Station (frequency 122.4) will be operational all five days of the Fly-In from 8 AM until 8 PM Wednesday through Saturday, and 8 AM to 5 PM on Sunday. An ATIS will be operational on 132.025, and Ground Control on frequency 121.25. Help in finding an aircraft parking space is available from Ramp Control on 124.3.

Communications will be Osh Kosh style, meaning that ATC personnel will identify you by color and type of aircraft - no N-numbers will be used. Expect phrases like, "Red and white Baron, follow the yellow Piper Cub ahead". Remember, the controllers are looking up at you from below. You are NOT required to reply unless specifically instructed to. If requested, identify yourself by color and aircraft type. Use, "Blue and green Mooney", not "Mooney 123AF". If instructed to rock your wings, please do so with gusto.

Arrivals

Use extreme caution for parachute jumping activities in the vicinity of Harvey Field, 16 miles south of Arlington.

Get the ATIS information no less than 15 miles from Arlington, then MONITOR the tower frequency 127.3 as you maneuver to enter the pattern on the 45. In an attempt to create a more orderly flow, all aircraft are asked to maintain 90 knots and 1200 feet MSL. If that's too slow for your aircraft, maintain 135 knots and 1700 feet MSL. **The traffic pattern is on the EAST side of the airport all 5 days of the Fly-In.** Continue to MONITOR the tower frequency. Expect landing clearance on base or final. For traffic spacing you may be instructed by the tower to land long, in which case you are expected to touch down at or beyond the mid field area. Total runway length is 5,300 feet. A long landing leaves you about 2,600 feet of usable runway. After landing, exit the runway as soon a safety permits - there are sure to be aircraft following you who are anxious to land too. Fly-In aircraft parking is on the west side of the airport.

Special Friday and Saturday Arrival Procedures

All VFR arrivals on Friday and Saturday (the two busiest days of the Fly-In) between the hours of 8 AM and 3 PM are to over fly the Green Valley Airport (a grass strip 8 nautical miles southeast of the Arlington Airport at 48-05-46N and 122-00-52W) and MONITOR Arlington Approach Control frequency 118.15.

Green Valley Airport is tough to find, and frankly, we worry about numerous aircraft converging from all points of the compass to the same place. We ask you to consider Hiway 203 which departs Interstate 90 at North Bend and proceeds north through Carnation, Duvall and Monroe, on it's way to Granite Falls and Arlington. This road basically follows the west slope of the Cascades. Once you pass Granite Falls, maintain your heading and Green Valley Airport is two miles straight ahead. We encourage pilots to join the road anywhere between North Bend and Granite Falls and basically caravan north. Attention **must** be given for aircraft joining the route at any point along that road, but at least most everyone

would be northwest bound as opposed to converging. For arrivals from the north the controllers will make every effort to spot you and sequence you before you reach Green Valley. Watch for converging traffic

A pair of orange, 5 foot diameter balloons will be suspended 130 feet above the Green Valley Airport. Controllers, located on the ground at Green Valley and using 118.15, will spot you and will refer to your aircraft color and type. You will be advised of the runway in use and traffic to follow. Please rock your wings with gusto to acknowledge instructions. Do NOT use verbal responses unless specifically requested. If runway 34 is in use you will be directed to fly towards the town of Arlington, then turn left to enter the pattern on the 45. If runway 16 is in use you can proceed direct to the 45 entry leg. To help with the mix of aircraft, all aircraft are requested to maintain 90 knots after passing Green Valley.

VFR holding may become necessary due to congestion at Arlington. Controllers at Green Valley will advise you when holding is in progress. If asked to hold, expect to hold east of Green Valley and north of Granite Falls over the Stillaguamish River. Plan to hold using right turns. Be extremely alert for heavy traffic in the area of Green Valley. You are encouraged to have your landing lights on anytime you are operating within 30 miles of Arlington.

Aircraft without radios will NOT be authorized to use the Arlington Airport on Friday and Saturday between the hours of 10 AM and 3 PM.

IFR Arrivals

IFR arrivals in VFR weather conditions should plan to break off their instrument approaches in time to comply with the VFR arrival procedures.

Customs

For foreign arrivals, US Customs Service will be available from 8 AM to 3 PM Wednesday through Saturday. Sunday hours are 8 AM to 1 PM.

Daily Airshows

The Fly-In will feature daily airshows. Airshow times are Wednesday July 11 through Saturday July 14 from 3 PM to 5:30 PM. An additional airshow will happen on Friday evening from 9 PM to 10:30 PM. The airshow on Sunday July 15 will run from 1 PM to 3 PM.

A temporary restricted area will exist during airshow hours from the surface to 8,000 feet AGL within a 5 statute mile radius of the Arlington Airport. Arrivals and departures are **NOT** permitted during airshow hours.

Departures

When departing the Fly-In, monitor ATIS (132.025) for taxi instructions. MONITOR ground control (121.25) while taxiing. When instructed to taxi into position, use the left or right side of the runway as available. During peak traffic periods, orange-vested air traffic controllers will be positioned at the approach end of the runway with red and green hand paddles. A red paddle means hold, and a green paddle means cleared for takeoff.

Departures using the right side of the runway are expected to depart straight out or on a right 45 **ONLY**. Departures using the left side of the runway are expected to depart straight out or a left 45 **ONLY**. Unless otherwise instructed by ATC, climb straight out until at least 500 feet AGL before making any turns.

Non-Radio Aircraft

Non-radio aircraft are welcome at the Fly-In, but **NOT** during the Friday and Saturday rush hours of 10 AM to 3 PM. During other times, non-radio aircraft should follow the same routes and procedures outlined above and be extremely alert for other aircraft in the area. Runways 34 and 16 are the only runways used for arriving and departing aircraft. The temporary control tower is located at midfield, approximately 150 feet west of runway 34-16. Be alert for a possible red light gun "Go around" signal from the tower. If you do NOT get a red light by the time you are on short final, you can assume you are cleared to land.

Parachute Activity

All aircraft, be alert for active parachute activity in the vicinity of Harvey Airport, 16 miles south of Arlington!!!

Ultralights

Ultralights will be operating in the southwest quadrant of the airport, landing and taking off on the last half of runway 11-29. Ultralights will fly right traffic to 11, and left traffic to 29. Ultralight traffic pattern altitude - 400 feet AGL. All ultralight operations are required to remain well west of runway 34-16.

Gliders

Expect glider operations from the grassy area located immediately east of the mid point of runway 34-16.

Fly-By Pattern

The Fly-By (demonstration) pattern will be operating west of and parallel to runway 34-16. Anyone wishing to participate in the Fly-By

pattern **MUST** first get a briefing from the EAA.

FAA Forum Tent Schedule

As always, throughout the Fly-In, the Seattle Flight Standards District Office will be hosting a forum tent of interest to pilots. Stop by and see us.

Wednesday, July 11

9:00 - 10:00 Airport Sign Language 101, Scott Gardiner – Seattle Flight Standards District Office

10:30 - 11:30 What Every Pilot **Must** Know About Density Altitude Operations, Scott Gardiner – Seattle Flight Standards District Office

12:00 - 1:00 The Magic Spot Method of Aircraft Control, Part II – Accuracy Landings, Scott Gardiner – Seattle Flight Standards District Office

1:30 - 2:30 How to Get Your Homebuilt Aircraft Certified, Charlie Cotton - FAA Aircraft Certification Inspector

Thursday, July 12

9:00 - 10:00 The Magic Spot Method of Aircraft Control, Part I – Dealing with Spatial Disorientation, Scott Gardiner – Seattle Flight Standards District Office

10:30 - 11:30 Runway Incursions, Harold Hutchins - FAA Seattle Flight Standards District Office

12:00 - 1:00 Aircraft Modifications, or, Coping with the STC Process - John Sheldon, FAA - Aircraft Certification Office

1:30 - 2:30 How to Get Your Homebuilt Aircraft Certified, Charlie Cotton - FAA Aircraft Certification Inspector

Friday, July 13

9:00 - 10:00 The Magic Spot Method of Aircraft Control, Part II – Accuracy Landings, Scott Gardiner – Seattle Flight Standards District Office

10:30 - 11:30 Aircraft Modifications, or, Coping with the STC Process - John Sheldon, FAA - Aircraft Certification Office

12:00 - 1:00 Flying to Alaska - Patty Mattison, FAA Juneau Flight Standards District Office

1:30 - 2:30 Flying to Canada – Jerry Lloyd, British Columbia Aviation Counsel, and David Anderson, Transport Canada

Saturday, July 14

9:00 - 10:00 The Magic Spot Method of Aircraft Control. Part I – Dealing with Spatial Disorientation, Scott Gardiner – Seattle Flight Standards District Office

10:30 - 11:30 Mountain Flying - Mike Crowell – FAA Safety Program Counselor

12:00 - 1:00 Flying to Alaska - Patty Mattison, FAA Safety Program Manager - Juneau FSDO

1:30 - 2:30 Flying to Canada – Jerry Lloyd, British Columbia Aviation Counsel, and David Anderson, Transport Canada

Sunday, July 15

9:00 - 10:00 The Magic Spot Method of Aircraft Control, Part II – Accuracy Landings, Scott Gardiner – Seattle Flight Standards District Office

10:30 - 11:30 Mountain Flying Mike Crowell – FAA Safety Program Counselor

12:00 - 1:00 What Every Pilot **Must** Know About Density Altitude Operations, Scott Gardiner – Seattle Flight Standards District Office

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PRACTICAL DENSITY ALTITUDE

This series is inspired by Kurt Anderson, NTSB accident Investigator, pilot, flight instructor, airplane owner.

When departing airports, be aware of your Climb Gradient. We are all familiar with aircraft Rate of Climb – it's figured in terms of feet per minute. Climb Gradient is figured in terms of feet per mile.

Consider two airplanes, each climbing at 500 feet per minute. But one is climbing at 60 miles per hour, and the other is climbing at 90 miles per hour. Each will climb 500 feet in one minute. But the first will cover one mile during that minute, and the second will cover a mile and a half during the same minute. The first airplane is climbing 500 feet per mile, and the second is climbing only 375 feet per mile.

When trying to out climb rising terrain, think in terms of feet per mile as well as feet per minute.

Thanks Kurt.

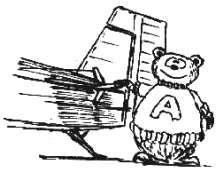
ADDRESS CHANGE?

The address list is stored in a BIG computer at the Home Office in Oklahoma City. They are the ones to notify of any address changes so we can continue to bring you AeroSafe and other good stuff.

FAA Airman Certification Branch
Box 25082
Oklahoma City, OK 73125

AEROSAFE

May you always find VFR and tail winds



A Bearly Able Publication